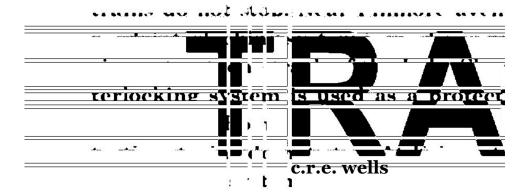


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We often blush for the railroad sign painter and sometimes take a shy at him; but he replies that the business of the English language is "to git there," and goes on unabashed.

—Editor, *The Railroad Gazette*, October 7, 1892.

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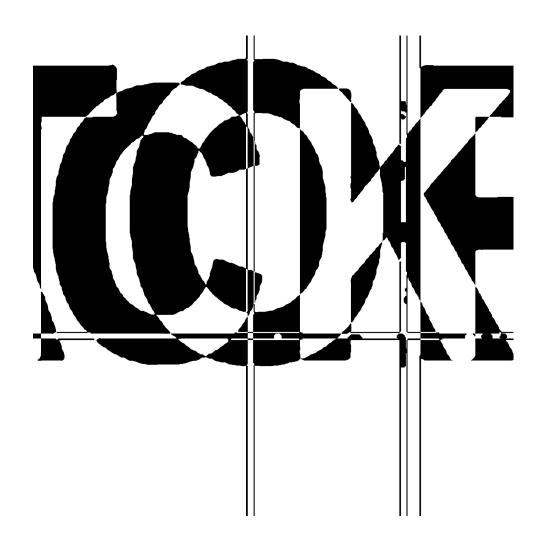
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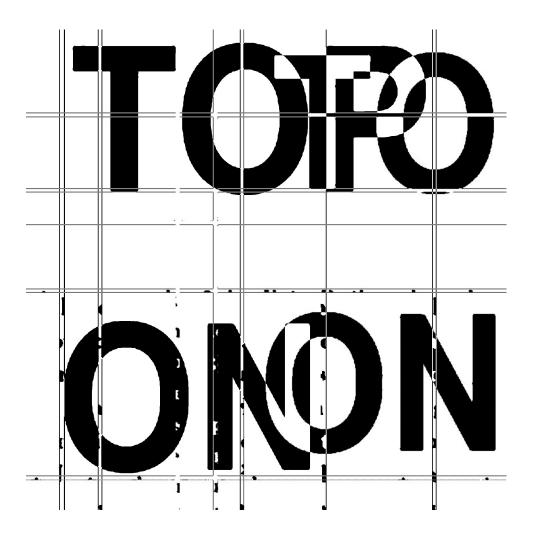
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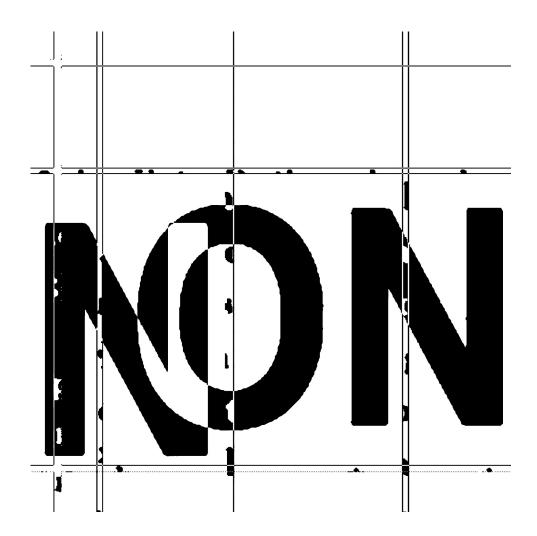


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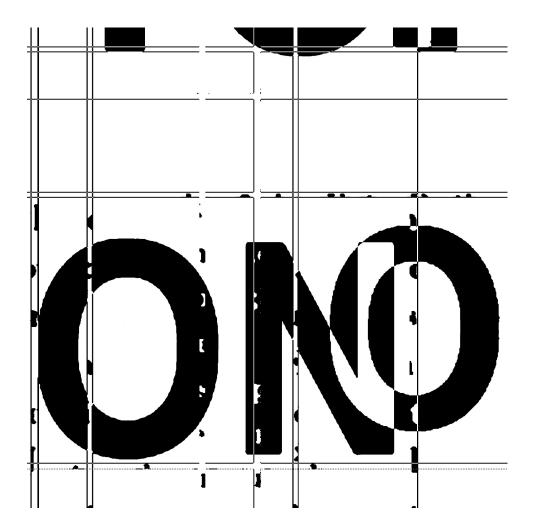


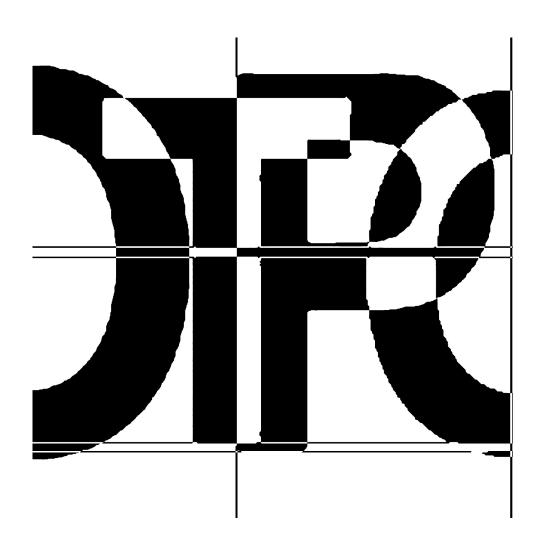


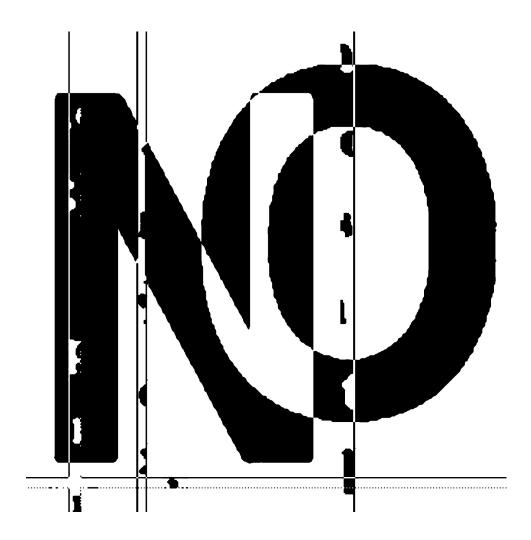


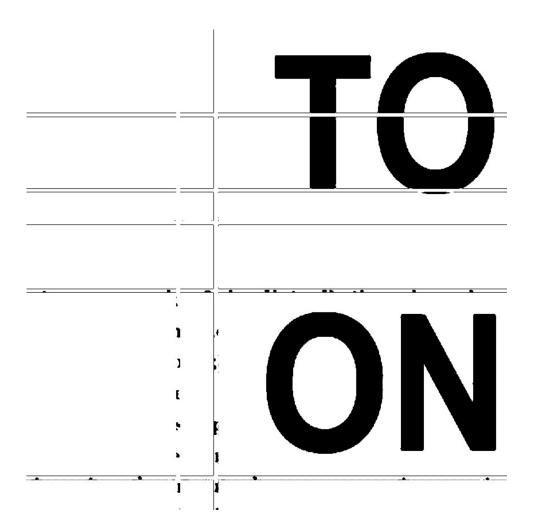
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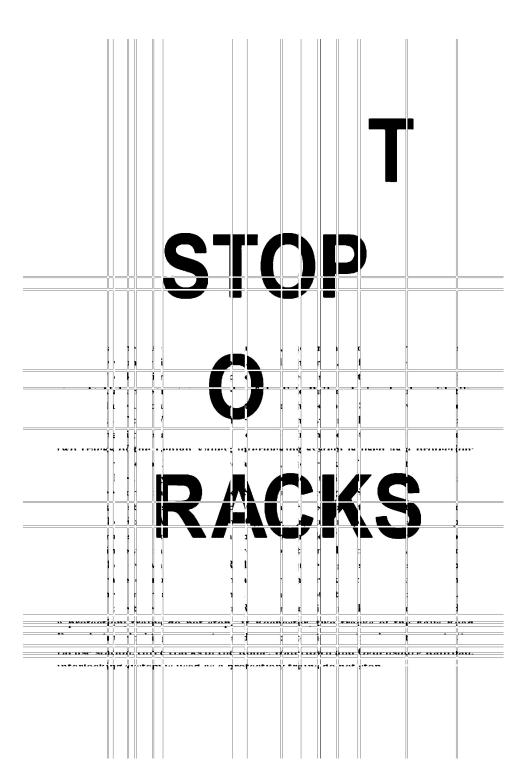
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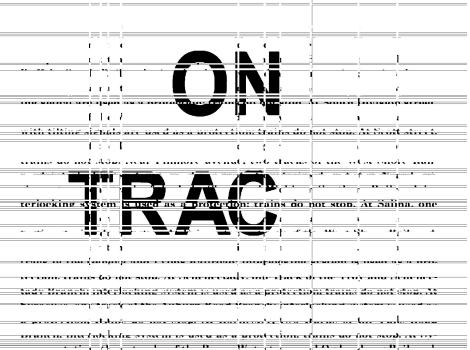




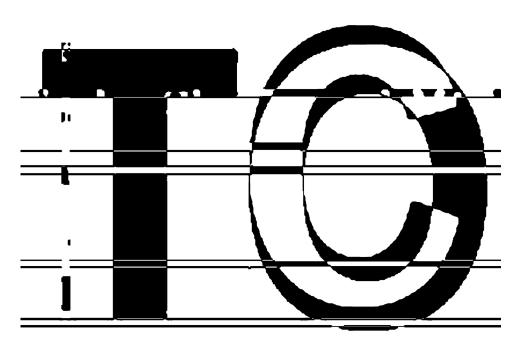


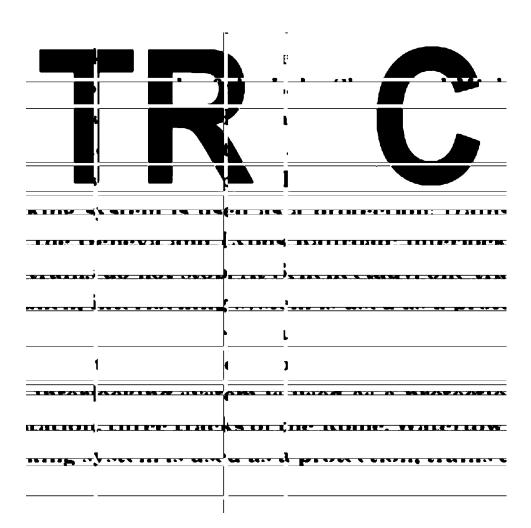
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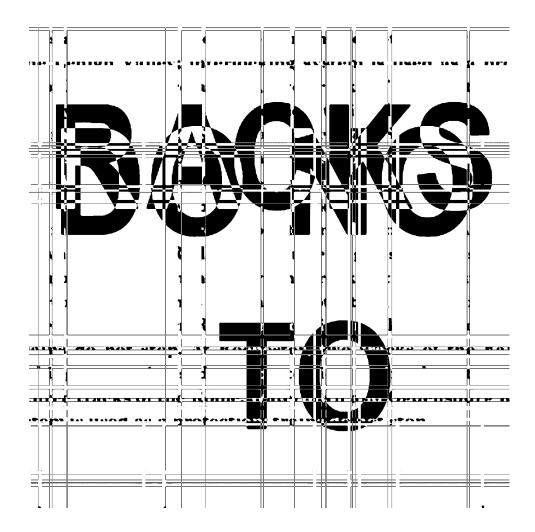
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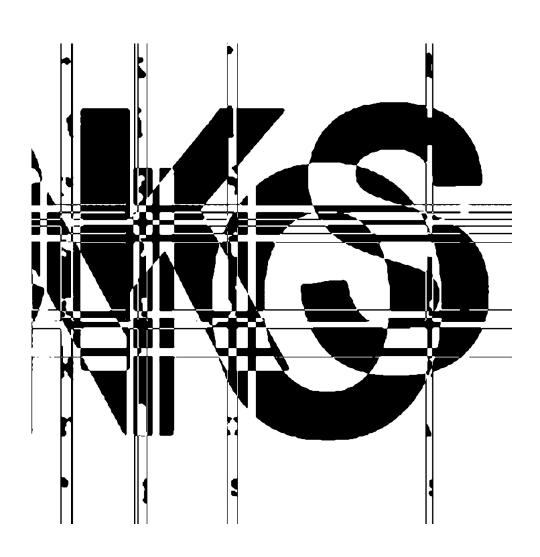






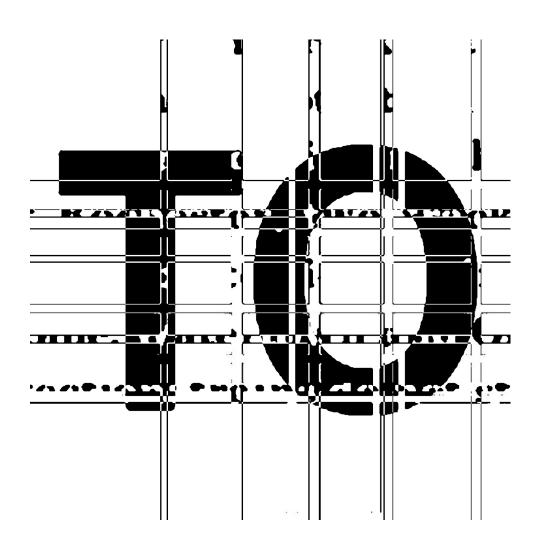


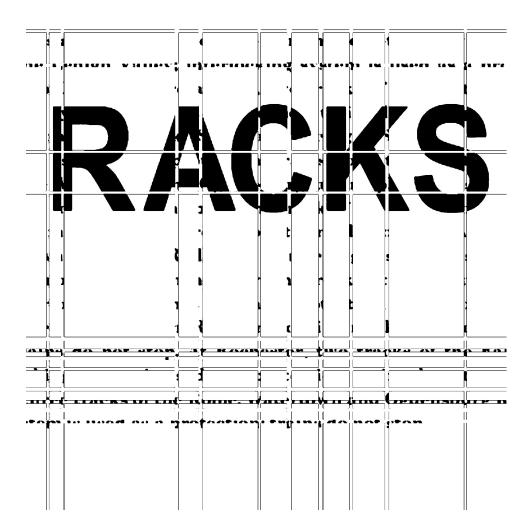




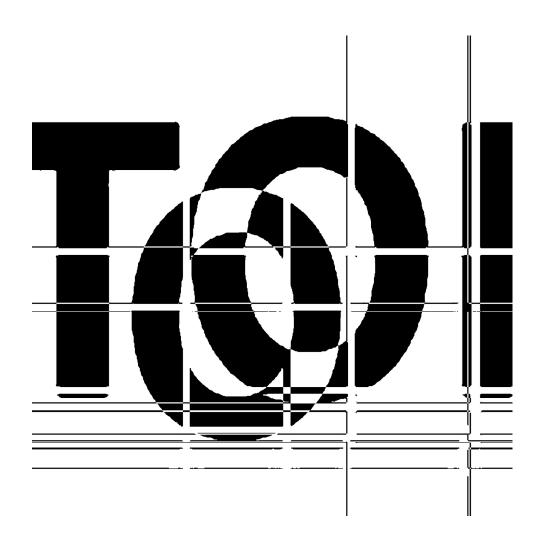
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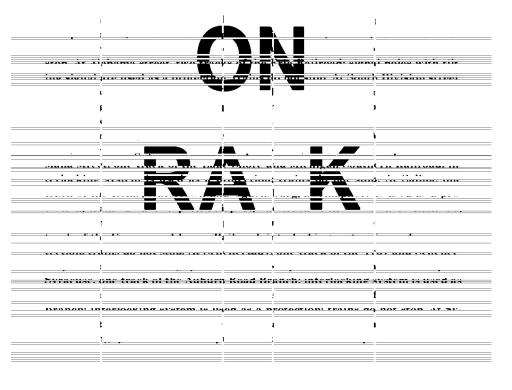








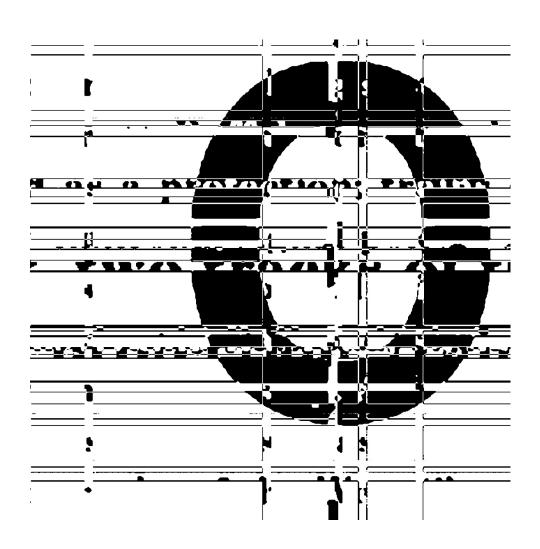
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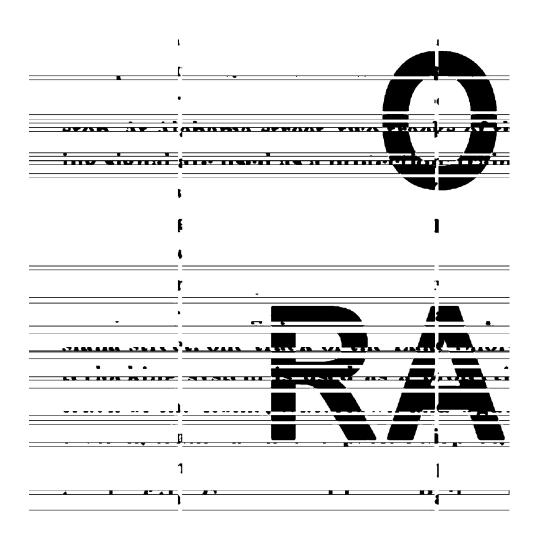
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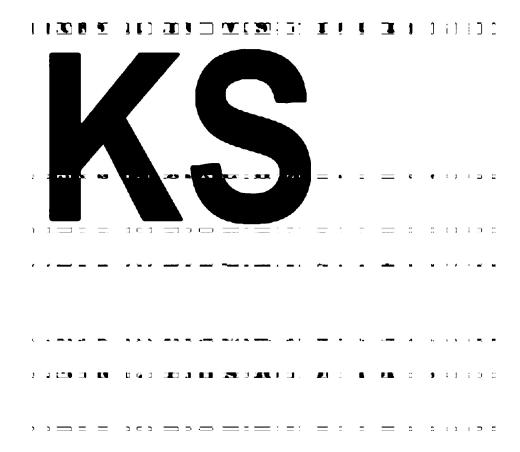




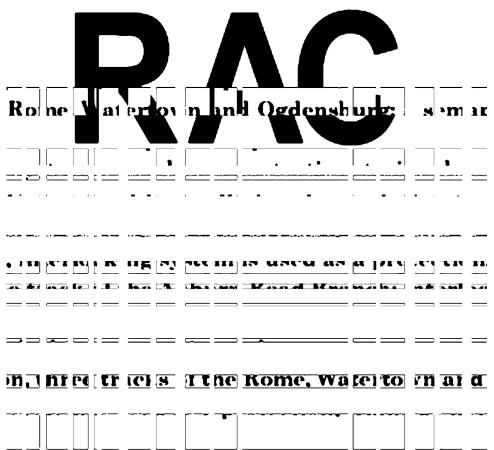
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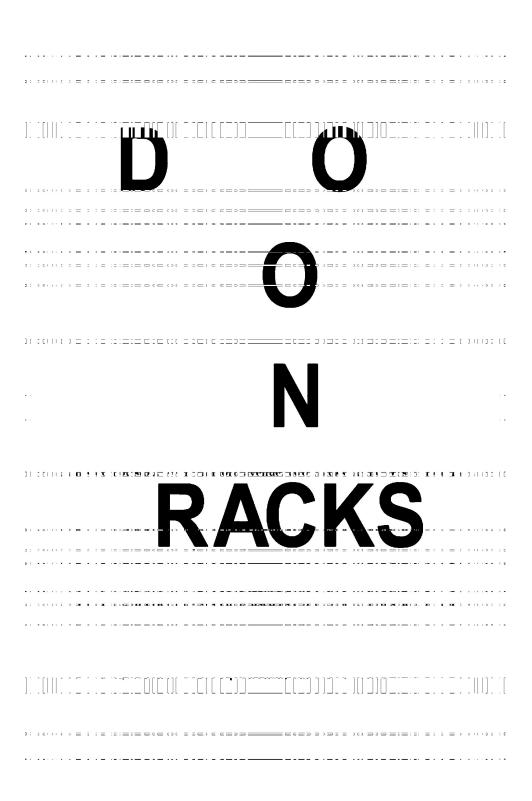
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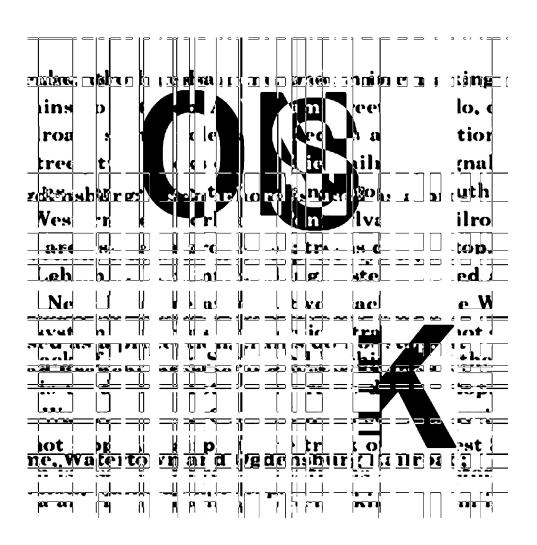


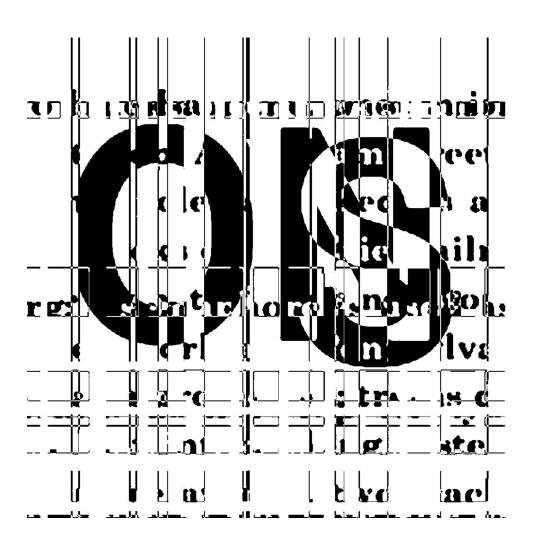
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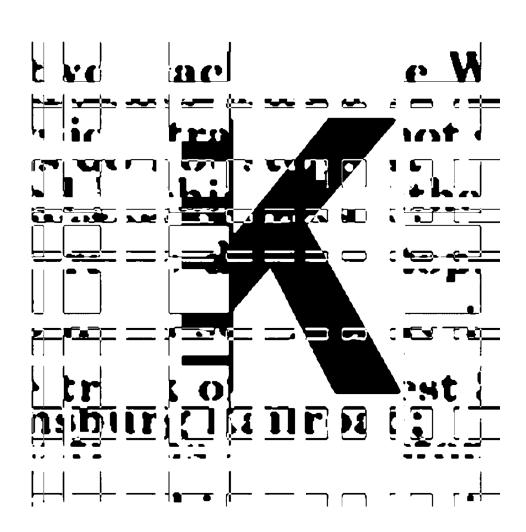


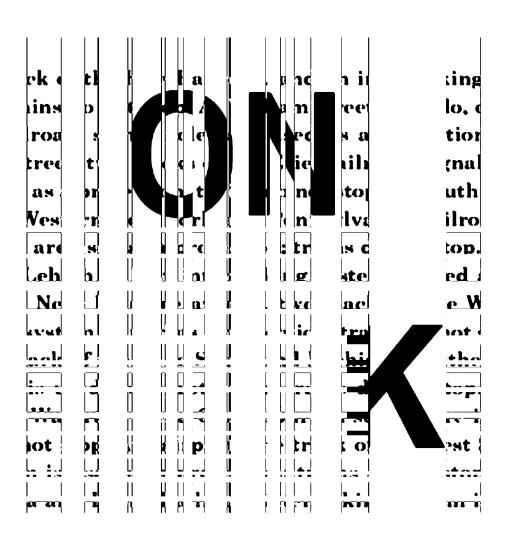
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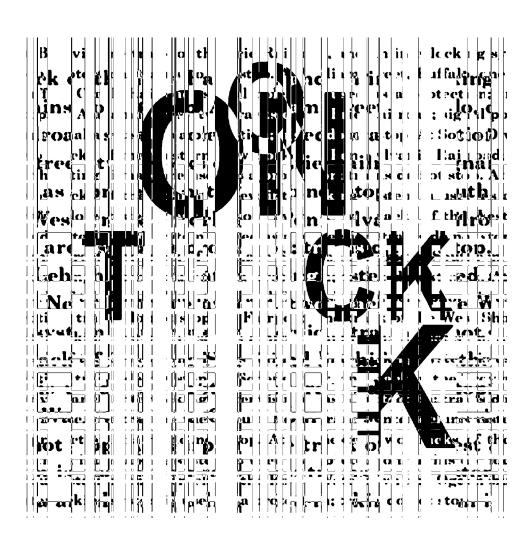
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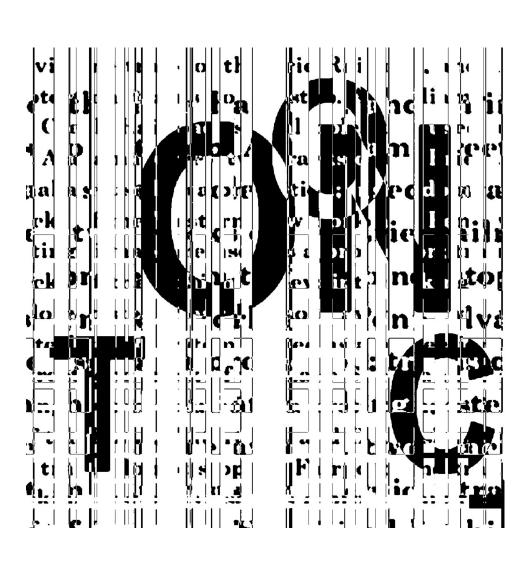


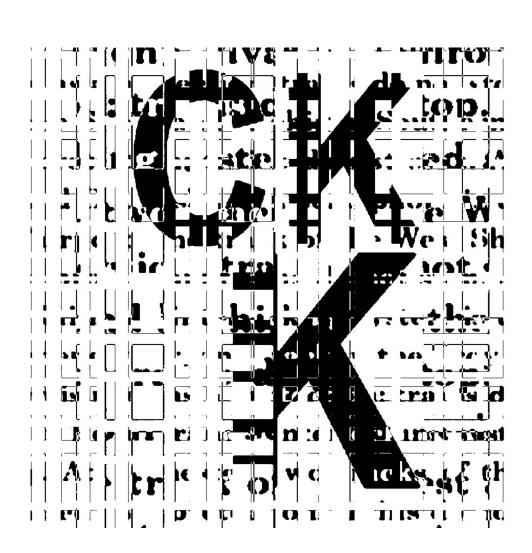


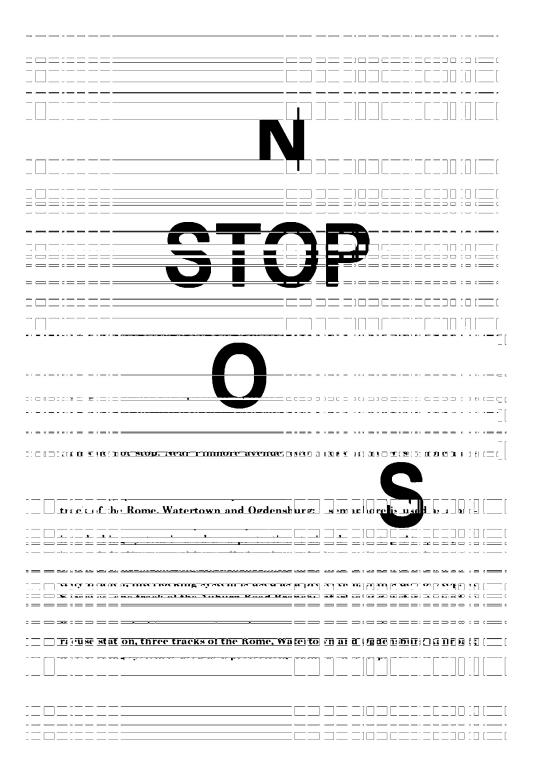


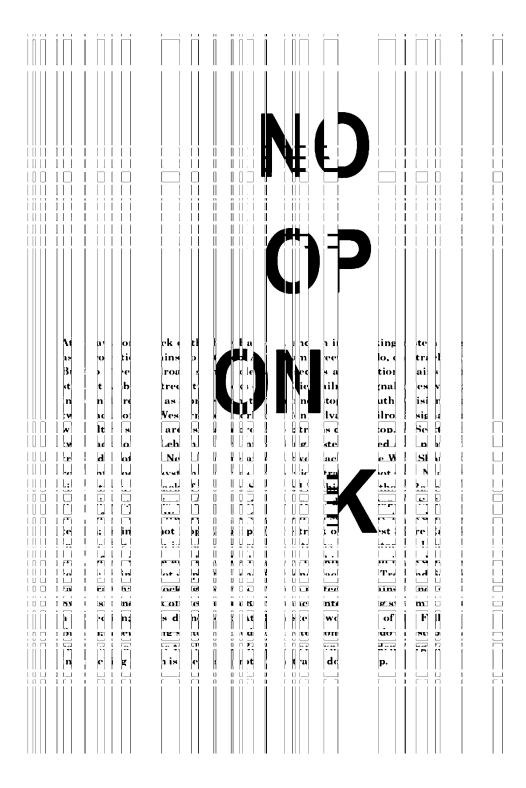






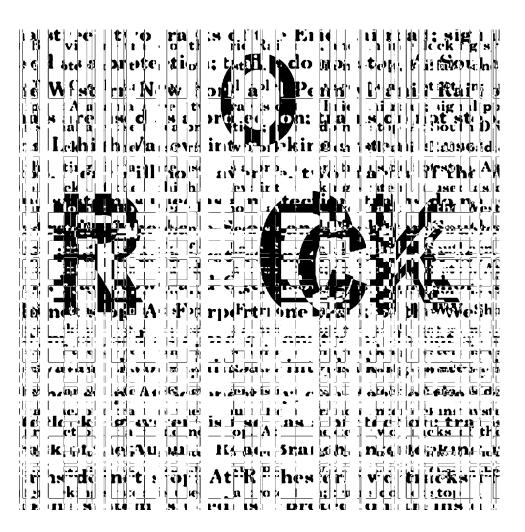




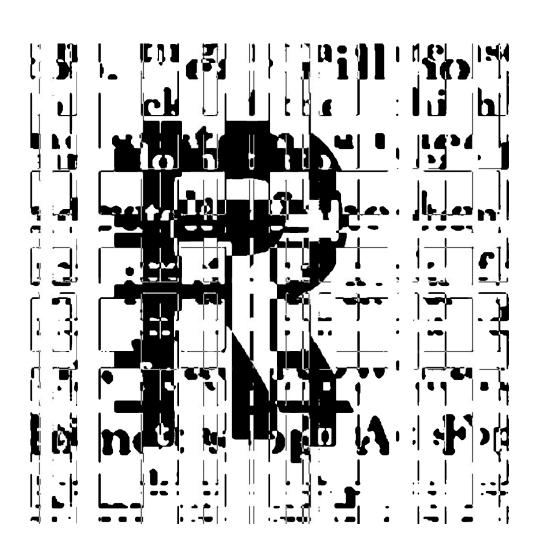


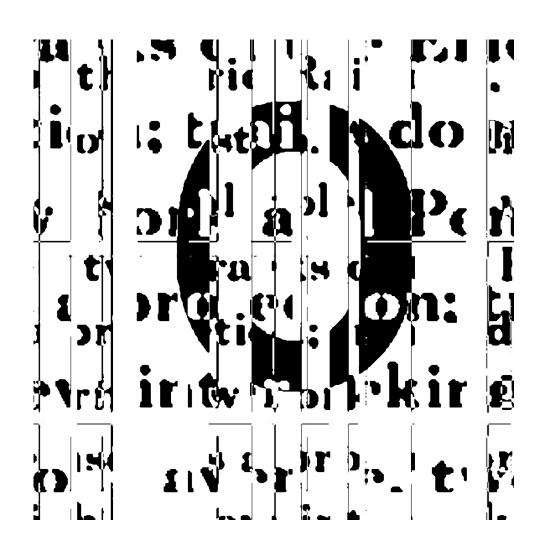


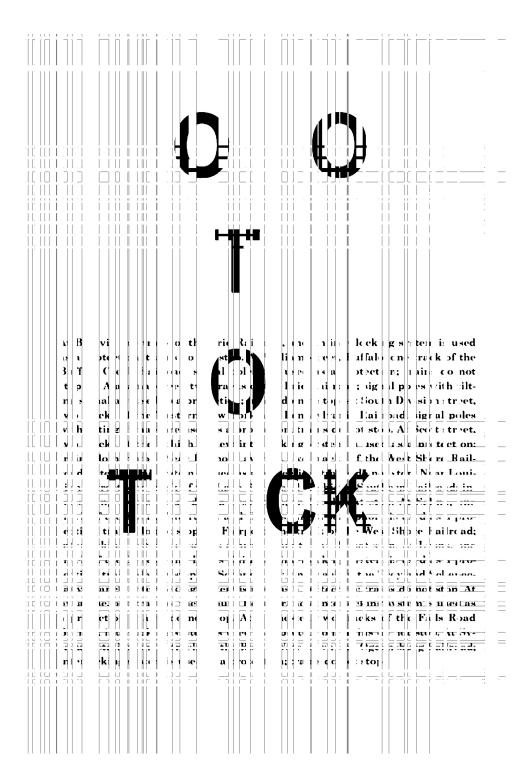
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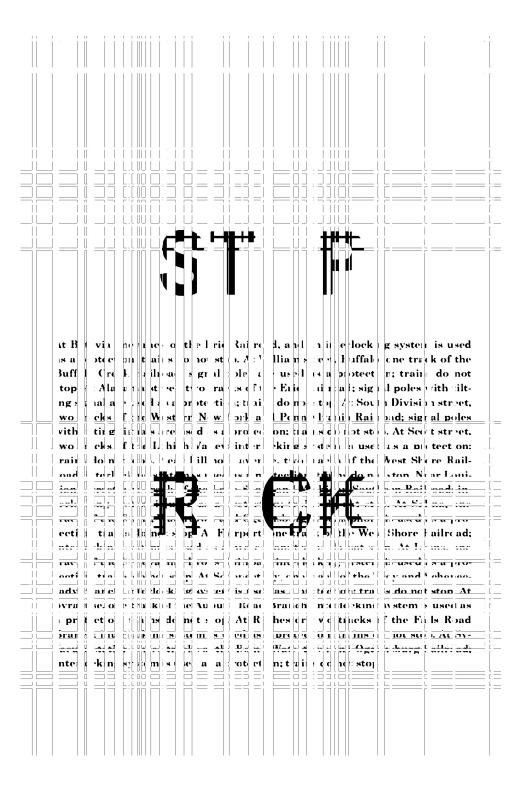


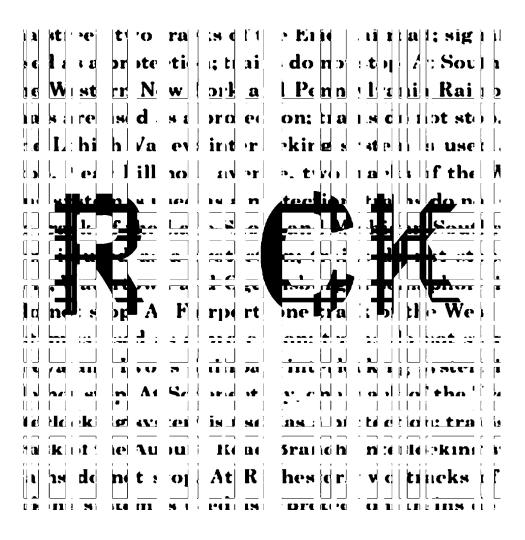


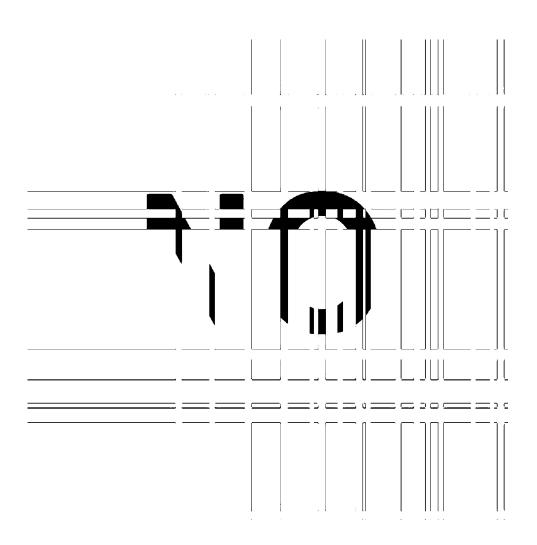


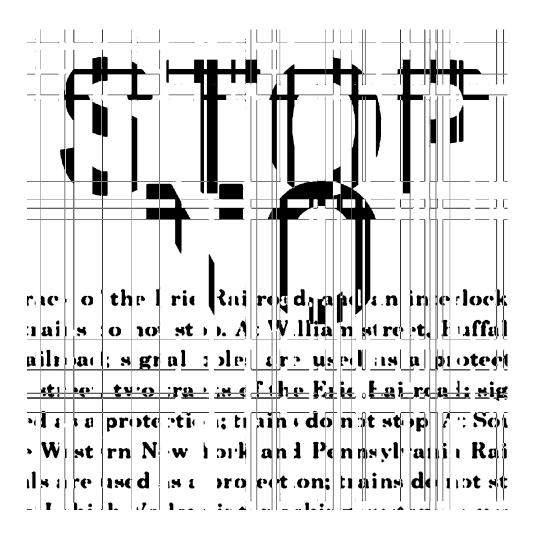


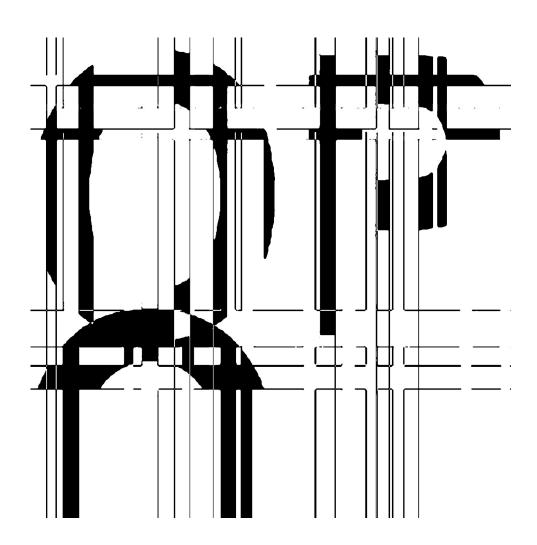






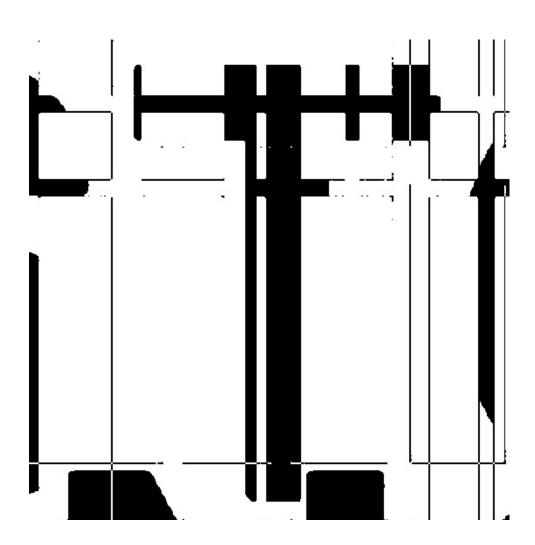


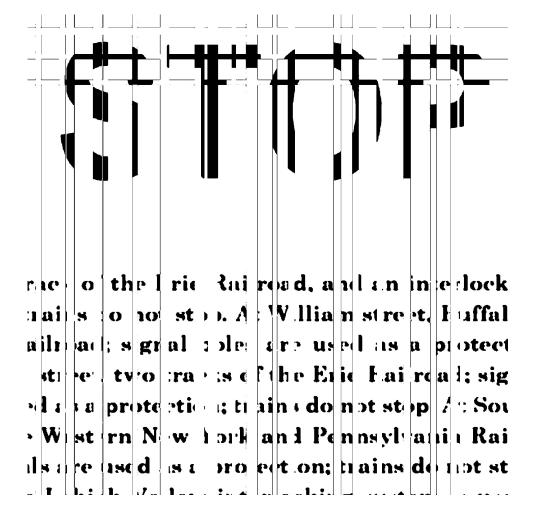




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At Batavia on track of the Eric Railroad and an interlocking system is used as a protection; trains do not stop. A: William street, Bufalo, one track of the Buffalo Creek Railroad; signal poles are used as a protection; trains do not stop. At Alaba na street, two tracks of the Erie Railroad; signal poles with tilting signal are used as a protection; trains do not stop. At South Division street, two tracks of the Western New York and Pennsylvaria Railroad signal poles with tilting signals are used as a protection: trains do no: stop. At Scott street, two tracks of the Lebigh Valley; interlocking system is used as a protection; trains do not stop. Near Fillmore avenue, two tracks of the West Shore Rail-<u>road: interlocking system is used as a protection trains do not stop. Near Loui</u> viana etroct, one trad; of the Lake Shore ard Mahigan Southe in Railroad, in terlocking system is used as a protection; trains do not stop. At Salina, one track of the Rome, Watertown and Ogdensburg; a semaphore is used as a protection; trains do not stop. At Fairport, one track of the West Shbre Railroad; interlacking where is used as a provection, trains do not stop //a Lyons, one track of the Geneva and Lyons Railroad; interlocking system is used as a protection: trained a not stan At Schonestady and track of the Trey and Schonestady Branch; interlocking system is used as a protection; trains do not stop. At Syracuse, one track of the Auburn Road Branch: interlocking system is used as a protection; rains do not stop. At Rochester, two racks of the Falls Road Branch; interlecking system is used as a protection; (rains do not stop. At Syractice station three tracks of the Rome, Watertown and Ogder their Railroad; interlocking system is used as a protection; trains do not stop.



trains do no: stop. At Scott stre ng system is used as a protectic wo tracks of the West Shore Ra tion trains do not stop Near Lo d M chigan Southe in Railreade trains do nou stop. At Salina, o urg; a semaphore is used as a pr track of the West Shore Railros the transfer of the second sec terlocking system is used as a pr matrock of the Trevand Schone a protection; trains do not stop.

At Batavia one track of the Erie Railroad, and an interlocking system is used as a protection; trains do not stop. At William street, Buffalo, one track of the Buffalo Creek Railroad; signal poles are used as a protection; trains do not stop. At Alabama street, two tracks of the Erie Railroad; signal poles with tilting signal are used as a protection; trains do not stop. At South Division street, two tracks of the Western New York and Pennsylvania Railroad; signal poles with tilting signals are used as a protection; trains do not stop. At Scott street, two tracks of the Lehigh Valley; interlocking system is used as a protection; trains do not stop. Near Fillmore avenue, two tracks of the West Shore Railroad; interlocking system is used as a protection; trains do not stop. Near Louisiana street, one track of the Lake Shore and Michigan Southern Railroad; interlocking system is used as a protection; trains do not stop. At Salina, one track of the Rome, Watertown and Ogdensburg; a semaphore is used as a protection; trains do not stop. At Fairport, one track of the West Shore Railroad; interlocking system is used as a protection; trains do not stop. At Lyons, one track of the Geneva and Lyons Railroad; interlocking system is used as a protection; trains do not stop. At Schenectady, one track of the Troy and Schenectady Branch; interlocking system is used as a protection; trains do not stop. At Syracuse, one track of the Auburn Road Branch; interlocking system is used as a protection; trains do not stop. At Rochester, two tracks of the Falls Road Branch; interlocking system is used as a protection; trains do not stop. At Syracuse station, three tracks of the Rome, Watertown and Ogdensburg Railroad; interlocking system is used as a protection; trains do not stop.

Acknowledgments

This sequence is based on Regulatory Sign R8-8 from the Manual on Uniform Traffic Control Devices (MUTCD), published by the USDOT Federal Highway Administration. I have also used text from the Sixteenth Annual Report of the Board of Railroad Commissioners of the State of New York, for the Year 1898.

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